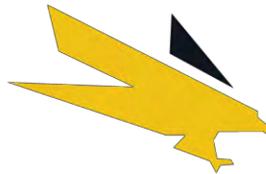


SHIPPING MANAGEMENT PLAN



AGNICO EAGLE
HOPE BAY

HOPE BAY, NUNAVUT
FEBRUARY 2023

Shipping Management Plan

Plain Language Overview:

This Plan describes the shipping management and monitoring practices employed to manage and mitigate potential impacts related to marine shipping activities during mine construction, operations and care and maintenance.

Location: Hope Bay Project, Nunavut

Publication Date: February 2023

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Revisions

Revision #	Date	Section	Changes Summary	Author
0	August 2019	-	New Plan	TMAC
1	April 2020	Throughout	Minor updates & new logo	TMAC
2	February 2023	Section 2, Section 4, Section 5, Appendix A	Updates to sensitive habitat maps, create monitoring methods for effects of vessel noise on marine wildlife, add appendix with materials provided to vessel operators	Agnico

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Glossary

Term	Definition
Agnico	Agnico Eagle Mines Ltd.
CCG	Canadian Coast Guard
CCME	Canadian Council of Ministers of the Environment
CEPA	Canadian Environmental Protection Act
DFO	Fisheries and Oceans Canada
ECCC	Environment and Climate Change Canada
ECCC-EPS	Environment and Climate Change Canada –Environmental Protection Service
IEAC	Inuit Environmental Advisory Committee
FEIS	Final Environmental Impact Statement
NIRB	Nunavut Impact Review Board
NWB	Nunavut Water Board
OPEP	Oil Pollution Emergency Plan
SOP	Standard Operating Procedure
SOPEP	Shipboard Oil Pollution Emergency Plan
TC	Transport Canada
the Project	The Hope Bay Project

1. Introduction

This Hope Bay Shipping Management Plan (the Plan) has been prepared by Agnico Eagle Mines Ltd. (Agnico) in accordance with the Hope Bay Project's Nunavut Impact Review Board (NIRB) Project Certificate No.009. As per the NIRB Project Certificate (No. 009) Conditions #30, 31, 32, and 33 a Shipping Management Plan has been developed to guide mitigation of shipping operations in response to identified sensitive wildlife areas and wildlife observations. The Conditions state the following:

Condition #30: The Proponent shall contract only Transport Canada certified vessels to carry cargo or fuel for the Project, and shall ensure shippers are informed of the Proponent's applicable management plans and commitments designed to address potential adverse ecosystemic effects of shipping activities to the marine environment.

Condition #31: The Proponent shall provide its contracted vessel operators with maps and descriptions of key marine bird habitats as well as information on sensitive marine mammal habitats in the Northwest Passage, updated annually to include newly published information as it becomes available. The guidance package shall specify that, subject to vessel safety requirements, key wildlife habitats shall be avoided by a distance of at least 500 metres, and wildlife are to be given the right of way. The Proponent shall work with Fisheries and Oceans Canada to ensure that marine mammal mitigation measures common for all vessels in the Canadian Arctic are applied to project-contracted vessels as appropriate.

Condition #32: The Proponent shall ensure that shippers retained for project related shipping immediately report any accidental contact by project vessels with marine mammals or seabird colonies to Fisheries and Oceans Canada and Environment and Climate Change Canada respectively. The Proponent shall also ensure that the circumstances of the incident are investigated to determine if additional mitigative measures are required.

Condition #33: The Proponent shall develop a monitoring protocol for assessing disturbance to marine wildlife resulting from project-related underwater noise in Roberts Bay, and to facilitate assessment of the potential short term, long term, and cumulative effects of project-related noise (including vessel noise in Roberts Bay) on marine wildlife. The Proponent is expected to work with Fisheries and Oceans Canada to determine appropriate indicators and thresholds that can be used to determine if negative impacts on marine wildlife are occurring, and adaptive management measures to mitigate adverse impacts of project-related noise.

This Plan addresses these Conditions and is intended primarily for use by TMAC and its contractors to ensure that Project Certificate conditions are followed, and applicable regulatory requirements are met.

1.1 Objectives

The purpose of this Plan is to ensure that Agnico expectations are communicated to the shipping contractor for marine shipping activities related to Agnico's Hope Bay Project. Consistent with Agnico's intent to be a responsible operator, these expectations are:

- Vessel operators and captains shall follow all applicable laws and regulations;
- Shipping regulators, appropriate to a given jurisdiction, such as Transport Canada (TC), are responsible for enforcing applicable laws and regulations;

- All vessel operators and captains shall respect distance buffers stated within the Plan, if it is safe to do so at the discretion of the vessel captain; and
- Vessel operators and/or captains shall record and report vessel strikes with marine wildlife (seabirds' and marine mammals) to appropriate authorities as required by law, and to Agnico as soon as reasonably possible as outlined in this Plan.

1.2 Relevant Legislation and Guidance

All shipping companies operating in Canadian territorial waters must abide by the Canadian regulatory framework. The Shipping Management Plan was developed in accordance with federal legislation.

Shipping in Canada is regulated by the following (available online here):

- *Canada Shipping Act*;
- *Arctic Waters Pollution Prevention Act*;
- *Marine Liability Act*;
- *Coasting Trade Act*;
- *Fisheries Act*;
- *Navigable Waters Protection Act*; and
- *Marine Transportation Security Act*.

The *Canada Shipping Act*, the *Marine Liability Act*, and the *Arctic Waters Pollution Prevention Act* combine to provide Canada's operational regulatory regime governing marine safety and environmental protection issues in the Arctic. These federal laws and regulations aim to promote marine safety, prevent pollution, provide a framework to respond to incidents, and address related liabilities and compensation issues.

Transport Canada is the lead agency regulating shipping in Canadian jurisdiction – waters out to the 200 nautical mile limit. Other federal agencies and departments, such as Fisheries and Oceans Canada (DFO), the Canadian Coast Guard (CCG) and Environment and Climate Change Canada (ECCC), have distinct but interrelated responsibilities for the management of marine transportation safety and environmental protection in the Arctic. Transport Canada works with these federal agencies and departments to establish the regulatory framework and mechanisms that provide a coherent and consistent approach to aspects of marine transportation safety and environmental protection.

The *Canada Shipping Act* provides an overall mechanism to protect safety and the environment for vessels operating in Canadian waters. Its regulations include requirements for a vessel's construction, how it manages ballast water, its pollution control equipment, arrangements for emergency response, and its crew qualifications.

The *Arctic Waters Pollution Prevention Act* provides enhanced protection for vessels operating in Canadian jurisdiction north of 60° North latitude. It provides specific construction standards for vessels engaged in Arctic shipping, a system of shipping safety control zones, a ban on discharges of oil, hazardous chemicals, and garbage, and requirements for vessels to carry insurance to cover damages from any of these discharges.

The *Marine Liability Act* sets out a regime that requires vessels operating in Canadian jurisdiction to carry insurance to pay for damages from oil spills. In the event of a conflict between the *Arctic Waters Pollution Prevention Act* and the *Marine Liability Act*, the latter applies.

1.3 Roles and Responsibilities

Agnico is not a shipping company and does not own any vessels. Vessel operators and captains are responsible for ensuring that all regulations are met.

Agnico's Procurement Group is responsible for providing ship operators this Plan.

Agnico does not possess the expertise to impose navigational requirements in terms of safety at sea, emergency responses on ships, crew qualifications, or other specialized requirements on shipping providers. This expertise lies with the vessel operators and applicable government authorities.

1.4 Plan Management

The Shipping Management Plan is reviewed annually and updated as necessary by Agnico's

Environmental Department in consultation as needed with other disciplines or subject matter experts.

This plan is designed to be effective and achievable in both the short and long term. Components of the Shipping Management Plan may need to be revised over the life of the Project based on regulatory changes.

2. Shipping and Marine Wildlife

2.1 Habitat Where Mitigation Applies

Sensitive habitat for marine birds has been identified along the Project shipping route as shown in Figure 2-1. Habitat Sites have been rated as either Highly Risk Intolerant and Moderately Risk Intolerant according to ECCC habitat ratings (ECCC 2016), but mitigation measures are individually determined for locations where the shipping route interacts with a sensitive habitat area (Section 2.2). Sensitive habitat for marine birds include but are not limited to:

- Prince Leopold Island;
- Bathurst Inlet/Elu Inlet Key Marine Habitat Site;
- Lambert Channel Key Marine Habitat Site; and
- Eastern Lancaster Sound Key Marine Habitat Site.

Sensitive habitat for marine mammals has been identified along the Project shipping route from Lancaster Sound to Franklin Strait, see Figure 2-2.

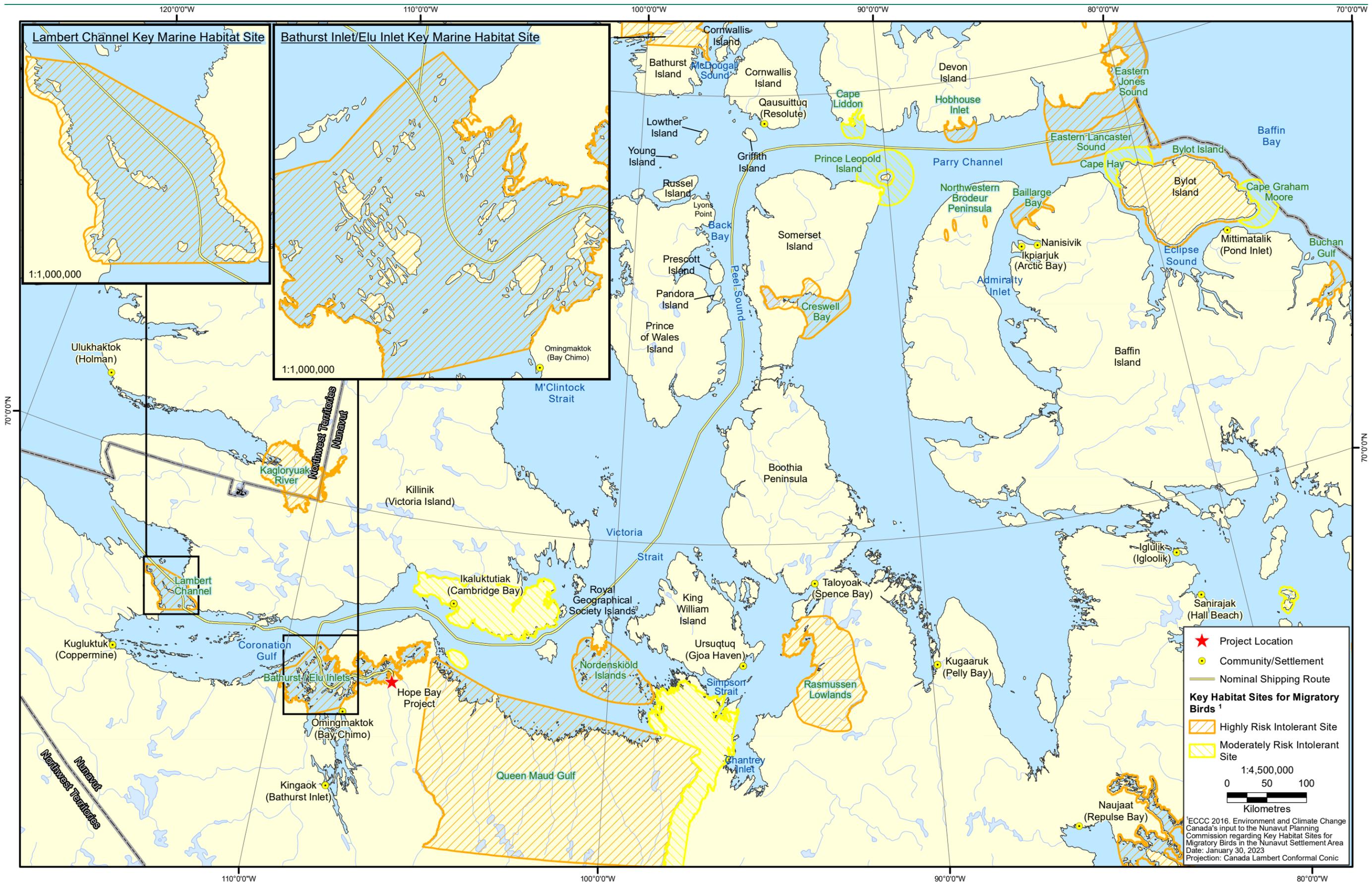


Figure 2-1: Key Habitat for Seabirds and Seaducks along the Nominal Shipping Route



Figure 2-2: Key Habitat for Marine Mammals along the Nominal Shipping Route

2.2 Shipping Setback Distances

Subject to safety and operational considerations, ships will adhere to the following setback distances from these sensitive habitats, as identified in the Wildlife Monitoring and Mitigation Management Plan (WMMP):

- **30 km** from Prince Leopold Island (Figure 2-1); and
- **500 m** from marine bird colonies in the Eastern Lancaster Sound, Bathurst Inlet/Elu Inlet, and Lambert Channel Key Marine Habitat Sites (Figure 2-1).

2.3 Materials Provided to Vessel Operators

In addition to providing this Plan, Agnico reviews mitigation and monitoring requirements with vessel operators prior to each shipping season. The materials provided to vessel operators are included in Appendix A.

3. Shipping Near Marine Mammals and Seabirds

In addition to known sensitive habitats described in Section 2, incidental observations of seabirds and marine mammals may occur during project-related shipping activities. At all times, vessel operators and captains shall abide by applicable federal legislation, including the Fisheries Act and its associated regulations (e.g., Marine Mammal Regulations related to the disturbance of marine mammals).

In the event staff on the bridge note one of the observations outlined in Table 3-1, they shall report the observation to the ship’s captain and record the sighting to be included in the Annual WMMP Report. Providing the ship’s safety is not in concern, mitigation responses outlined in Table 3-1 are recommended.

Table 3-1. Recommended Shipping Mitigation Responses for Seabirds and Marine Mammals

Observation	Response
Seabirds	
Any large group of seabirds on ocean surface while traversing sensitive habitat areas identified in Figure 2-1.	Attempt to maintain a minimum 500 m setback distance
Any colony of seabirds on land while traversing sensitive habitat areas identified in Figure 2-1.	Attempt to maintain a minimum 500 m setback distance
Marine Mammals	
Any group of marine mammals observed on the ocean surface, especially in sensitive habitat areas identified in Figure 2-2.	At the discretion of the ship’s captain, the following mitigation options are suggested: <ul style="list-style-type: none"> • Avoid ship strikes with marine mammals by slowing the vessel and allowing marine mammals to move out of the way. • Change ships heading to avoid groups of marine mammals. Consider adaptively managing ship speed to reduce noise disturbance. Noise disturbance can be reduced by 1.5-2.8 dB for every 1 knot reduction in speed.¹

4. Monitoring Vessel Noise and Marine Wildlife – Roberts Bay

A monitoring program will be implemented in Roberts Bay, as per Condition 33, to assess disturbance to marine wildlife resulting from vessel noise in Roberts Bay. Appropriate indicators and thresholds to determine if negative impacts on marine wildlife are occurring will be established after at least two years of data collection; indicators and thresholds cannot be set until the overall rate of marine wildlife observations can be assessed. Adaptive management measures to mitigate adverse impacts of project-related noise will be developed if required.

4.1 Methods

Presence/absence of marine wildlife (primarily seals) with and without the presence of ships will be recorded in Roberts Bay using a Before-During-After study design. For example, surveys will be conducted for approximately four days prior to the arrival of a vessel into Roberts Bay, for approximately four days while the vessel is anchored in Roberts Bay and while the barge is operating, and for approximately four days after each vessel has departed, as described below.

Before — When a vessel is scheduled to arrive at Roberts Bay, Environment staff will be deployed to conduct four to six 30-minute surveys of the Bay throughout the day, during the four days prior to the vessel arriving. Data to be recorded will include, but is not limited to, the number and species of marine wildlife observed, number of vessels in the Bay and locations, environmental variables, etc. An SOP and datasheets will be developed prior to the shipping season.

During — While a vessel is anchored in Roberts Bay, barge trips occur daily or multiple times per day. Barge trips run over a variable period, but generally occur over one week up to several weeks. Environment staff will be deployed to Roberts Bay during at least four of the days when a vessel is anchored to complete marine wildlife surveys. Surveys will be conducted using the same methods and at the same times of day (where possible) as during the “Before” period.

After — After a vessel departs Roberts Bay, Environment staff will be deployed during another four days to conduct four to six 30-minute surveys of the Bay throughout the day. Methods will follow those for the Before and During periods.

Before-During-After surveys will be conducted for all vessels that anchor in Roberts Bay. Results of the noise monitoring program will be included in the Annual WMMP Report. If analyses indicate the marine wildlife may be avoiding Roberts Bay while vessels are present, adaptive management measures to mitigate adverse impacts of project-related noise will be developed.

5. Reporting

The annual WMMP Report will include a summary of vessel activity, including tracks of shipping vessels, to verify that shipping routes observed setback distances in sensitive habitat areas (Section 2.2). The report will also include a summary of materials and training provided to vessel operators (Section 2.3).

5.1 Accidental Contact

If the ship's captain determines accidental contact or a 'ship strike' of a marine mammal or group of seabirds has occurred, they shall report it as required by legislation to Agnico and the appropriate regulatory authority within 24 hours.

Information required to be reported at a minimum will include:

- The date, time and location of the incident;
- The species of marine mammal or seabird involved in the incident;
- The circumstances of the incident;
- The size and type of vessel;
- The weather and sea conditions at the time of the incident; and
- The observed state of the marine mammal or seabird after the incident.

5.2 Incidental Observations

In addition to any regulatory reporting obligations, any available records of incidental observations and mitigation measures taken will be submitted to the Environment Team after each shipping trip for collation into a database. Incidental sightings will be included in the annual WMMP Report.

5.3 Marine Wildlife Monitoring – Roberts Bay

All marine wildlife monitoring survey datasheets will be submitted to the Environment Team lead after each day for collation into a database. Analyses will be conducted if sufficient data are available. A summary of monitoring conducted and results will be included in the annual WMMP Report.

6. References

Environment and Climate Change Canada (ECCC). 2016. *Key Habitat Sites for Migratory Birds in the Nunavut Settlement Area*. May 2016 Revision. Ottawa, Canada.

Port of Vancouver. 2018. *Enhancing Cetacean Habitat and Observation (ECHO) Program: Slowdown Trial – Interim Findings March 2018*.: <https://www.portvancouver.com/environment/water-land-wildlife/marine-mammals/echo-program/vessel-slowdown-trial-in-haro-strait/> (accessed April 2018).

Recommended Guides

Gjerdrum et al. 2012. *Eastern Canada Seabirds at Sea (ECSAS) standardized protocol for pelagic seabird surveys from moving and stationary platforms*.

Reeves et al. 2002. *National Audubon Society's Guide to marine Mammals of the World*.

Sibley. 2003. *Field Guide to the Birds of Eastern North America*.

APPENDIX A. MATERIALS PROVIDED TO VESSEL OPERATORS



AGNICO EAGLE

Incidental Marine Wildlife Sightings Form

(1 form per observation; PLEASE PRINT; circle options provided in *italics* as appropriate)

General Information			
Vessel Name		Date	
Observer Name		Local Time (24 hr)	
Vessel Information			
Ship Speed (kt)		Ship Heading (compass)	
Latitude (decimal degrees)		Longitude (decimal degrees)	
Environmental Information			
Beaufort Wind Force		Visibility (km)	
Wind Direction			
Observation Information			
Species ¹		ID Reliability	<i>Positive / Probable / Maybe</i>
Distance from vessel when first seen (m)		How close did the animal get to the vessel (m)?	
Number of Individuals	<i>Best Estimate:</i> OR <i>Maximum/Minimum:</i>		
Behaviour	Mammals:	<i>Swimming</i>	<i>Diving</i>
		<i>Dead</i>	<i>Resting on land</i>
	Birds:	<i>Flying</i>	<i>Feeding</i>
		<i>Resting on ice</i>	<i>Other:</i>
	<i>Resting on land</i>	<i>Escape Ship - Flying</i>	<i>Escape Ship - Diving</i>
	<i>Dead</i>		
	Other (describe):		
Other notes (e.g., physical descriptions, distinctive behaviours, drawing)		Position & Travel Relative to Ship [draw arrow]	 OR Variable Travel Directions
Was this observation the result of a SHIP STRIKE?	Yes	No	<i>If yes, fill out "MMSO Incident Report"</i>
Mitigation Action Taken			
	Yes	No	
If yes, describe mitigation actions (e.g., change in course or speed) and result (e.g., maintained a buffer of x metres from wildlife)	ACTION: RESULT:		

¹ Refer to list of species in the ID Guides

Hope Bay Shipping Management Plan Awareness

August 2022





Training Outline

- Summary of Shipping Management Plan
- How to fill in incidental marine mammals and seabirds sightings datasheets
- What to do if there's a collision with a marine mammal or a group of seabirds

SHIPPING MANAGEMENT PLAN

- Background
 - The Nunavut Impact Review Board (NIRB) requires Agnico Eagle to mitigate shipping operations in response to identified sensitive wildlife areas and wildlife observations
 - These requirements are part of the Project Certificate conditions from the NIRB
 - The Shipping Management Plan (SMP) was developed to address these conditions
- Roles and Responsibilities
 - Shipping company, vessel operators and captains are responsible for ensuring that all regulations are met
 - The procurement and logistics group is responsible for providing the ship operators the SMP



SHIPPING SETBACKS AND MITIGATION

500 m from marine bird colonies in Bathurst Inlet/Elu Inlet, Lambert Channel Key Marine Habitat and Eastern Lancaster Sound Key Marine Habitat (on land or on water)



30 km setback from Prince Leopold Island

Figure 2-1: Key Habitat for Seabirds and Seaducks along the Nominal Shipping Route



Figure 2-2: Key Habitat for Marine Mammals along the Nominal Shipping Route

- Avoid ship strikes with marine mammals by slowing vessel and allowing marine mammals to move out of the way
- Change ship's heading to avoid groups of marine mammals
- Consider adaptively managing ship speed to reduce noise disturbance

General Guidance on the Water

Vessels maintain > 500 meters from aggregations of seabirds and marine mammals on the water*



Whales Always Have Right-of-Way

Vessel Operation: Maintain straight course, constant speed, avoid erratic behavior

As per **Marine Mammal Regulations s.7(3)**, maintain a minimum of 100 m from marine mammals at all times

What to do if a Marine Mammal Approaches the Vessel

Option 1

Reduce its speed and, if possible, cautiously move away from the animal

Option 2

if it is not possible for the ship to move away from or detour around a stationary marine mammal or group of marine mammals, the ship will reduce its speed and wait until the animal(s) move to the side

Option 3

If animals appear to be trapped or disturbed by ship movements, the ship will mitigate disturbance (e.g., stoppage of movement) until the animal(s) has moved away

INCIDENTAL MARINE WILDLIFE SIGHTINGS FORM

General Information			
Vessel Name		Date	
Observer Name		Local Time (24 hr)	
Vessel Information			
Ship Speed (kt)		Ship Heading (compass)	
Latitude (decimal degrees)		Longitude (decimal degrees)	
Environmental Information			
Beaufort Wind Force		Visibility (km)	
Wind Direction			
Observation Information			
Species ¹		ID Reliability	<i>Positive / Probable / Maybe</i>
Initial Distance from Vessel (m)		Closest Approach Distance (m)	
Number of Individuals	Best Estimate: OR Maximum/Minimum:		
Behaviour	Mammals:	<i>Swimming</i>	<i>Diving</i>
		<i>Dead</i>	<i>Resting on land</i>
	Birds:	<i>Flying</i>	<i>Feeding</i>
		<i>Resting on land</i>	<i>Escape Ship - Flying</i>
		<i>Escape Ship - Diving</i>	<i>Dead</i>
Other (describe):			
Other notes (e.g., physical descriptions, distinctive behaviours, drawing)		Position & Travel Relative to Ship [draw arrow]	
			OR Variable Travel Directions
Was this observation the result of a SHIP STRIKE?		Yes	No
		Fatality?	
Mitigation Action Taken			
		Yes	No
If yes, describe mitigation actions (e.g., change in course or speed) and result (e.g., maintained a buffer of x metres from wildlife)	ACTION:		
	RESULT:		

- Fill out one form per observation
- Circle options that are italicized as appropriate
- Refer to list of species in following slides as a guide
- Provide forms to Hope Bay environmental team (hb.environment@agnicoeagle.com) after each shipping trip

INCIDENT REPORT FORM

Project Information		
Client: Agnico Eagle	Date:	
Project Name (circle one): Meadowbank Meliadine	General Location:	
Vessel Contractor Information		
Vessel Contractor Name:	Site Supervisor or Captain:	
Vessel Name/Type:		
MMSO Name:		
General Weather Conditions (throughout the day):	Wind (knots):	
	Sea State:	
	Swell Height (m):	
	Temperature (°C):	
	Notes:	
Time Start/Time End MMSO Duties (HH:MM):	Start:	End:

Mitigation Log

Time (UTC; HH:MM)	Was Mitigation Implemented?	Location		Rationale for Implementation
		Latitude (DD)	Longitude (DD)	

Record of Vessel-Animal Collisions/Interactions

Species	Number of Individuals	Time (HH:MM)	Location		Visibility (m)/ Sea State	Comments
			Latitude (DD)	Longitude (DD)		

Summary of Issues and Recommendations/Actions

Date Noted	Issue	Recommendation/Action	Date Resolved	Comments

- Accidental contact
 - Must be reported as per legislation to Agnico Eagle and appropriate authority within 24 hrs

Vessel Operators Report the Following Information Annually to Agnico Eagle:

Vessel Information:

- Name
- Dates of Transit
- Track log from Montreal to Agnico Eagle site
- General description of cargo

Incidental Observations:

- All incidental sightings of marine mammals or seabirds collected during the voyage

Agnico Eagle Contact:

Ashley Mathai: Ashley.mathai@agnicoeagle.com

If a Collision Occurs:

Report all collisions to Agnico Eagle at:

Nancy Duquet-Harvey Cell: 819-856-4385
Guy Dufour Cell: 418-933-5799

If a Marine Mammal and Vessel Collision Occurs Contact DFO at:

Central and Arctic, Nunavut – Iqaluit: 1-867-979-8000

Captain must report the following information (as per *Marine Mammal Regulations* s.39):

- the date, time and location of the incident;
- the species of marine mammal involved in the incident;
- the circumstances of the incident;
- the size and type of vehicle;
- the weather and sea conditions at the time of the incident;
- the observed state of the marine mammal after the incident; and
- the direction of travel of the marine mammal after the incident, to the extent that it can be determined.

If a Seabird and Vessel Collision Occurs Contact:

CWS, Jean-Francois Dufour: jean-francois.dufour2@Canada.ca
ECCC Wildlife Enforcement: ec.dalfnord-wednorth.ec@canada.ca

COMMON SEABIRD ID GUIDE



Small Seabirds

Red Phalarope

Size: L 8.5" WS 17" WT 1.9 oz (55 g)

Body: Very small, shorebird-like seabird



Red-necked Phalarope

Size: L 7.75" WS 15" WT 1.2 oz (35 g)

Body: Very small, shorebird-like seabird



Puffin-like Seabirds

Atlantic Puffin

Size: L 12.5" WS 21" WT 13 oz (380 g)

Body: Small, stocky, bright bill, black and white plumage

DCs:

- Colourful bill
- Black band around neck while flying



Razorbill

Size: L 17" WS 26" WT 1.6 lbs

Body: Medium, long tail, black and white plumage

DCs:

- Large, thick bill
- Long- pointed tail
- Dark rump



Thick-billed Murre

Size: L 18" WS 28" WT 2.1 lbs

Body: Medium, stocky; black and white plumage

DCs:

- Short bill
- Pure white belly
- Larger head than Common



COMMON SEABIRD ID GUIDE



Long-winged Seabirds

Northern Fulmar

Size: L 18" WS 42"
WT 1.3 lbs

Body: Large, stocky
and thick-necked



Gulls

Herring Gull

Size: L 25" WS 58" WT 2.5 lbs

Body: Large, white-headed

DCs:

- Medium grey back
- Black and white wing tips



Iceland Gull

Size: L 22" WS 54" WT 1.8 lbs

Body: Medium, white-headed

DCs:

- Light- great back
- No or less dark marks on wing tips



Glaucous Gull

Size: L 27" WS 60" WT 3.1 lbs

Body: Large, white-headed

DCs:

- Light- great back
- White wing tips



Black-legged Kittiwake

Size: L 17" WS 36"
WT 14 oz (400g)

Body: Small, white-headed

DCs:

- Black legs
- Solid yellow bill
- Black tipped wings



Gull-like Seabirds

Long-tailed Jaeger

Size: L 15" WS 43" WT 11 oz (300 g)

Body: Medium, Slender gull-like seabird

DCs:

- Very long tail
- Slate grey back, dark cap
- No chest band



Parasitic Jaeger

Size: L 16.5" WS 46" WT 1 lb

Body: Medium, Slender gull-like seabird

DCs:

- Dark back and wings; dark cap
- Pale chest with weak dark band
- Longer tail



Pomarine Jaeger

Size: L 18.5" WS 52" WT 1.5 lbs

Body: Medium, heavy body, broad wings

DCs:

- Dark back and wings; dark head
- Pale chest with dark band



COMMON SEABIRD ID GUIDE



Sea Ducks

Greater Scaup

Size: L 18" WS 28" WT 2.3 lbs

Body: Medium; black and white duck (male)



Common Eider

Size: L 24" WS 38" WT 4.7 lbs

Body: Large; wedge-shaped head, mainly white face, neck and back (male)



Long-tailed Duck

Size: L 16.5" WS 28" WT 1.6 lbs

Body: Small; round body, dark wings, distinctive patterns and long tail (male)



Loons

Common Loon

Size: L 32" WS 46" WT 9 lbs

Body: Very large; thick body, boldly patterned back and neck; heavy bill

DCs:

- Black head and bill
- Black and white pattern on back
- White chest and belly



Red-throated Loon

Size: L 25" WS 38" WT 3.1 lbs

Body: Large; smaller, slender body, short neck compared to Common

DCs:

- Grey head and back
- Rust coloured throat
- White chest and belly



Sea Ducks/Seabirds

Surf Scoter

Size: L 20" WS 30" WT 2.1 lbs

Body: Medium; dark-bodied sea duck; large multicoloured bill (male)



Red-breasted Merganser

Size: L 25" WS 34" WT 2.3 lbs

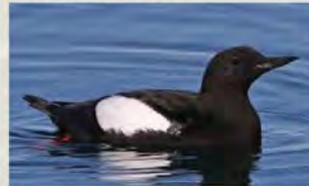
Body: Large; thin-billed, black, tufted-head, white neck (male)



Black Guillemot

Size: L 13" WS 21" WT 15 oz (430g)

Body: Small; chunky, black body, white wings



COMMON WHALE ID GUIDE



Narwhal

Size: 4 - 5 m

Body: Small head, stocky body, short/round flippers, tusk

Dorsal Fin: No

Colour: Mottled black and white, grey or brownish



Beluga

Size: 4 - 5 m

Body: Stout body, small head, short, broad paddle-shaped flippers

Dorsal Fin: No

Colour: Adults white, calves brown/grey



Bowhead Whale

Size: up to 19 m

Body: Large and rotund

Dorsal Fin: No

Colour: Black/brown, white lower jaw

Blow: Bushy V-shaped

Fluke: Shows fluke when diving



Fin Whale

Size: up to 23m

Body: Streamlined and long

Dorsal Fin: hooked

Colour: Grey body, white lower jaw right-side only

Blow: Tall and straight

Fluke: Rarely shows fluke



Orca/ Killer Whale

Size: 7-9 m

Body: Long rounded body

Dorsal Fin: Tall dorsal fin

Colour: Black-and-white, saddle patch (grey area) behind dorsal fin, white underside



COMMON PINNIPED ID GUIDE

Walrus

Size: 2.5 - 3m

Body: large, blubbery, long tusks

Head: Large thick neck, dark mouth with whiskers

Colour: Dark brown



Harbour Seal

Size: 2m

Body: Medium size, spindle shaped body

Head: like dog, heart-shaped snout

Colour: Blue-grey with dark spots/speckles



Hooded Seal

Size: 2.5 m

Body: Large, robust

Head: Broad head short narrow snout, males of "hood" they inflate

Colour: Black head, silver/grey fur, dark patches



Harp Seal

Size: 1.5 - 2 m

Body: Medium size, robust

Head: Small head, pointy snout

Colour: Light grey, harp-shaped black patch on back, black face



Bearded Seal

Size: 2 - 2.5 m

Body: Large, robust

Head: Small head, short snout, long whiskers

Colour: Dark brown/grey with dark rings/spots





AGNICO EAGLE

Thank you.

Marine Mammals and Seabird Incident Report

Project Information		
Client: Agnico Eagle		Date:
Project Name (circle one): <i>Hope Bay</i>		General Location:
Vessel Contractor Information		
Vessel Contractor Name:		Site Supervisor or Captain:
Vessel Name/Type:		
:		
General Weather Conditions (throughout the day):	Wind (knots):	
	Sea State:	
	Swell Height (m):	
	Temperature (°C):	
	Notes:	

Mitigation Log*

Time (UTC; HH:MM)	Was Mitigation Implemented?	Location		Rationale for Implementation
		Latitude (DD)	Longitude (DD)	

**Fill in this section if vessel is required to route north of Coats Island due to safety concerns*

Record of Vessel-Animal Collisions/Interactions

Species	Number of Individuals	Time (HH:MM)	Location		Visibility (m)/ Sea State	Comments
			Latitude (DD)	Longitude (DD)		

Summary of Issues and Recommendations/Actions

Date Noted	Issue	Recommendation/Action	Date Resolved	Comments